

# MOTORIST GOES ON CLIMB OVER CRAGS

**Decatur (Ill.) Man Enjoys Delightful Trip in Mountains of Eastern States.**

**PASSES THROUGH INDIANA**  
**Party Traverses Pennsylvania and New York and Sees Historical Places.**

DECATUR, Ill., March 19.—One of the most delightful as well as enterprising trips that has been taken out of Decatur was that made last summer by George Ehrhart and party in his Locomobile. The trip carried the party through the mountains into West Virginia and through the mountains again into Pennsylvania. From there they went into New York state and came back to Decatur by the northern route that included Buffalo and Chicago.

It is trips like these that make autoing worth while. Not only is the tour itself fascinating, but there is a satisfaction in successfully completing a trip of this kind, which makes the Decatur trip worthy of the notice of all who run their own machines.

The make of car is not an essential item of a continental tour. Mr. Ehrhart used a "loco," but the little Ford made first time in the transcontinental trip last year and the Chalmers car made the famous flag-to-flag run, which is still a matter of envious comment in the auto world. There is a record of a Rambler car that went round the world with a little steamship aid once in a while. So the

the Smoky City the car attracted much attention, as machines with Illinois numbers on their axles are not everyday sights in the homes of the millionaire steel kings and Harry Thaw.

## See Historic Places.

The traversing of Pennsylvania is doubly interesting to the tourist, for not only is the scenery beautiful, but the ground is historic, the scene of the hardest fought battles of the civil war. From Pittsburg the route lay through Johnstown, which even the younger generation will recall as the scene of the disastrous flood that engulfed the city. Chambersburg followed and then Gettysburg, where the party went to the battle field that marked the turning of the tide in favor of the North.

York of revolutionary fame, Lancaster and Philadelphia followed, with a side trip to Atlantic City and then the party hiked across Jersey to Jersey City. It was at the border line of this state that the value of uniform auto regulations was brought forcibly to mind, for it took an extra license to cross this one little bit of a state.

The party was ferried across the North River to New York city and took the opportunity of crossing the largest suspension bridge in the world to take a look at Brooklyn.

After leaving New York the route led parallel to the New York Central Railroad tracks and the Hudson River to Albany. This is one of the most beautiful parts of the route, taking in the Hudson River, a view of the famous West-point Military Academy and the Palisades. At Albany the route turns to the left and it is westward ho and homeward bound.

The roads from Albany to Buffalo and Detroit are almost like floors. They are among the finest in the country, with plenty of chance for a bit of speeding to see if the car is still in good trim. Then on to Toledo and Chicago, taking in South Bend on the way. From Chicago the route back home takes in the Fox River and if one has taken the trip at the right time of the year one strikes the corn belt at the busiest and most interesting time.

## MOLINE "MAKES GOOD" IN HARD TRIP IN SOUTHWEST

**Auto "Tackles" Rivers as Well as Bad Roads and Emerges Capable of Great Performance.**

Harold Stone has returned from a round trip to San Diego, in which the mettle of the Moline was thoroughly tried. It is a fierce road battle against conditions which were against the handsome little car. Stone

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Careful, skillful driving is, however, and the interest while on the road is centered in the work of pathfinding and watching the speedometer. The route followed by the Decatur party was circuitous and is one that others in town might like to follow during the coming summer.

In the first place, the man who decides to undertake a tour should equip his machine with an accurate speedometer. The majority of road maps, and especially those that are made up by the A. A. A. and which are the best routes for autos to take, reaching given points, generally designate the turning places in the road by the number of miles.

### Woeful Lack of Signs.

This is because in many places there is a woeful lack of signs and some of the roads look like maze lanes and would not be suggestive of being the spots meant on the map were it not for the mileage as indicated on the speedometer. So a good instrument should be the first requisite of the tourist.

The Ehrhart party went from Decatur to Terre Haute and from there to Indianapolis. From that point there is a magnificent road to Dayton, O. From which point the party proceeded to Cincinnati. It is a fine road and the sign posted at the junction of the two roads is a good one. The sign is a simple one and the message is clear. It is a good sign and the message is clear. It is a good sign and the message is clear.

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With A. S. Robertson, Stone left early in the week for the run to San Diego. The car was the same one used in the stunts at the Coliseum, and the motor had not been tuned since the races there. The engine did not miss a shot.

The Santa Margarita River bed is boggy, but the Moline plowed its way through and reached the opposite bank, where it was necessary to send the car almost against the sheer side of the river bank to get back to the road.

Here, in places, the highway was found to have been washed away, but Stone kept the car going and finally reached the right road. On the boulevard near La Jolla the car was given its head, and the Moline showed wonderful speed, reaching higher than sixty miles an hour several times. The smooth stretch beyond Ocean Beach, Stone says the car can easily make seventy miles an hour on the road.

After reaching San Diego the car was driven south toward Jim Jones, and was given a hard tussle through the sands. The Moline proved its worth on the grueling trip, and as a result the company had decided to enter the car in several race meets.

## DISCUSSES "BUYING LURE."

### The Commercial Age Express Plans of Association.

The Commercial Age Express plans to hold a convention in the city of Chicago, Ill., on the 15th of the month. The convention will be held at the Hotel Chicago, and will be attended by representatives of the Commercial Age Express and other companies in the industry. The convention will discuss the "buying lure" and other matters of interest to the industry.

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A case in point is reported from St. Louis,  
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A case in point is reported from St. Louis, where about 500 owners are said to have joined one of these organizations at the solicitation of local representatives. Orders for goods were given to these same representatives and advance payments made to them. While some of the goods were deliv-

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